

# The Hongkong Telegraph.

No. 3369

THURSDAY, FEBRUARY 9, 1893.

SIX DOLLARS  
PER QUARTER

## Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

LATE

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

AUTHORISED CAPITAL £1,500,000  
SUBSCRIBED £1,185,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months..... 5 per cent.

" 6 " ..... 4 "

" 3 " ..... 3 "

JOHN THURBURN,

Manager, Hongkong.

Hongkong, 4th February, 1893. [192]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000  
Subscribed Capital £500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. Chow Tung Shang, Esq.  
Chan Ki Shan, Esq. W. Wotton, Esq.  
C. J. Hirst, Esq. Kwan Ho Chuen, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Branches:—London, Yokohama, Shanghai, Amoy and Foochow.

BANKERS:—

The Commercial Bank of Scotland, Part Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per cent.

" 6 " 4 "

" 3 " 3 "

CURRENT ACCOUNTS 2 "

Hongkong, 12th December, 1892. [183]

NOTICE.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

THE OFFICES of the above BANK have been transferred to No. 4, QUEEN'S ROAD CENTRAL, CHANTREY INCHBALD, Manager.

Hongkong, 6th February, 1893. [193]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £1,000,000  
CAPITAL CALLED-UP £1,000,000  
RESERVE FUND £23,629.13.0

BOARD OF DIRECTORS:—

Wm. K.wick, Esq. Chairman.  
Adolf von Andic, Esq. F. D. Sison, Esq.  
Robert Iveson, Esq. H. D. Stewart, Esq.  
David McLean, Esq.

HONGKONG COMMITTEE:—

The Hon. C. P. Chater, The Hon. J. B. Bell-Irving, H. Hoppus, Esq.

Head Office—3, Praya Street, London.

Branches—Bombay, Calcutta, Hongkong, and Shanghai.

Agencies—Penang, Singapore, and Yokohama.

RATES OF INTEREST, ALLOWED on CURRENT ACCOUNTS AND Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD, Manager.

Hongkong, 6th February, 1893. [193]

NEW ORIENTAL BANK CORPORATION, LIMITED, (IN LIQUIDATION).

PAYMENT OF FIRST DIVIDEND.

NOTICE is hereby given that a FIRST DIVIDEND of 20 Per Cent. will be PAYABLE ON APPLICATION at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, (IN LIQUIDATION), on and after the 16th instant, to all Creditors whose CLAIMS have been received and admitted.

Deposit Receipts, Bills of Exchange, &c., must be handed in before the Dividend can be paid.

E. W. RUITER, Attorney for the Liquidators.

Hongkong, 16th January, 1893. [192]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on MONDAY, the 27th day of February current, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1892.

By Order of the Court of Directors.

F. DE BOVIS, Chief Manager.

Hongkong, 3rd February, 1893. [192]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the CORPORATION will be CLOSED from the 13th to the 27th February current, (both days inclusive), during which period no TRANSFER OF SHARES can be registered.

By Order of the Court of Directors.

F. DE BOVIS, Chief Manager.

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F. DE BOVIS, Chief Manager.

Hongkong, 3rd February, 1893. [192]

## Insurances.

THE STANDARD LIFE ASSURANCE COMPANY, ESTABLISHED 1835.

INVESTED FUNDS £7,000,000 STG.

ANNUAL INCOME £5,000,000 STG.

BOARD OF DIRECTORS, SHANGHAI: AUGUSTUS WHITE, Esq.

F. H. BELL, Esq.

JAMES L. SCOTT, Esq.

NEIL MACLEOD, Esq., M.D., Medical Officer.

W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:—

Amoy—Messrs. Brown & Co.

Canton—Messrs. Row & Co.

Chefoo—Messrs. Cornforth & Co.

Foochow—Messrs. Phillips, Phillips & Co.

Hankow—Messrs. W. Forbes Sharp & Co.

Kiau—Messrs. Browne & Co.

Nagasaki—Messrs. China & Japan Trading Co., Ltd.

Nanchang—Messrs. Bandinel & Co.

Nanking—Gustav Kuhne, Esq.

Pathe—Dr. Dugdale, Medical Officer.

Seaford—Messrs. Bradley & Co.

Tsin-tsin—Messrs. Wilson & Co.

Yokohama—Messrs. Fraser, Farley & Co.

The Standard is an old and wealthy Scottish Office well-known throughout India and the East, and has acquired a marked character for sound and liberal management.

DODWELL, CARLILL & CO., Agents, Hongkong, 679-5.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE AND MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & CO., Agents.

Hongkong, 1st November, 1892. [189]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000, EQUAL TO £30,000.00.

RESERVE FUND £318,000.00.

BOARD OF DIRECTORS:—

LEN-SING, Esq. LO YEEU MOON, Esq.

LOU TEE SHUN, Esq.

MANAGER:—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1885. [189]

## NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED £1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHOW KAM WENG, Acting Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st January, 1893. [193]

## NOTICE.

DURING my temporary Absence from the Colony, Mr. CHOW KAM WENG will act as SECRETARY for the Company until further notice.

By Order of the Board.

WOO LIN YUEN, Secretary.

Hongkong, 1st January, 1893. [192]

## Intimations.

K. E. B. A. O., SOCIETE ANONYME FRANCAISE.

CAPITAL 4,000,000 FRANCS.

LA SOCIETE KEBAO (TONKIN), dont l'extension prend tous les fours de l'industrie et qui est seule FOURNISSEUR DE LA MARINE FRANCAISE AU TONKIN, dont

Charbon est brûlé d'une façon régulière à bord des Steamers des MESSAGERIES MARITIMES; et en particulier à bord du *Hochong*, voulant introduire ses Charbons sur la place de Hongkong a confié le soin de son Agent à la maison

SHEWAN & Co., Praya Central, Hongkong.

M. partir le 1er Novembre, 1892.

Le Directeur Général de Kéba.

Henry Portal.

Kéba, le 10 December, 1892. [192]



# THE HONGKONG TELEGRAPH, THURSDAY, FEBRUARY 9, 1893.

Unicorn, with Mr. D. E. Sauson in the saddle, after being left at the post in the Shanghai Griffins of 1890, won by his stable companion Hero, come through his field like greased lightning, inside the distance and finish within a very few lengths of the flying skewbald, and actually in faster time than the record.

Freight and Reciprocity were sent a mile and a half in company at a steady pace, the chronograph marking 33s, 1.14, 1.40s, 2.26, 3.03s, and 3.32, and the hind in the Hongkong Derby of two years ago showed improving form. No success would be more generally popular than a win in one of the big races for Mr. Taylor, a young "sport" who, since his arrival here, has worked very hard and exhibited exceptional enterprise endeavouring to encourage racing in Hongkong. That Majestic has retained his brilliant speed, if he has gone off his "feed," was pretty conclusively shown when the handsome duo rattled over the three-quarters' course in 33s, 66, and 1.37s; but I must confess that, finer move as he undoubtedly is, Majestic's tucked-up appearance gives me the impression that he has been overdone and is only too likely to crack up in a severe finish. Of course this is only surmise on my part, as I have never seen the pony in racing trim at Shanghai, and it may be that he is one of the sort who show to best advantage when drawn fine.

Pepper and Salt, a griffin that is evidently being specially "readied up" for the Canton Cup, was sent over the distance for that event in company with Camel, a stable companion that is reputed to have more than an outside chance for the Derby, and the pair galloped in very good form and in fairly creditable time, namely: 33s, 59, 1.44s, and 2.20. And that ended the performance for the morning.

This morning there was a decided improvement in the number of spectators, but the gallops were not particularly exciting and in many instances were rather disappointing. Guardsman was the first pony to make a move, and after a spell of ordinary exercise he went half a mile in 30s and 1.21, his style of progression not giving entire satisfaction to the critics. "Roots" steered Home Guard in a steady mile and a half's time, the old racer going freely and pulling up all right. The times were—38s, 1.15, 1.50s, 2.25, 3.00, and 3.34. Black Pearl, "Punch" riding, took matters in pretty easy fashion, but wound up with a smart half-mile spin, the quarters occupying 32s and 31 seconds respectively. It is quite on the cards that Mr. Heinrich's handsome griffin may develop into a racing gem of the first water.

Merry Thought, with a mafou up, went in fine form for a mile exercise gallop in 38s, 1.12s, 1.49 and 2.21s, and appears to be coming to hand very nicely indeed. This is an exceptionally speedy pony, and it should not be forgotten that at last year's Hongkong Races, in addition to running second to Hero in the Ashley Cup, to Lightning in the Navy Cup, and to Mighty in the Ladies' Purse, he won the Lusitano Cup from Bold Heart, (in the fast time of 2.41) and the Flyaway Stakes from Enthusiast and Golden Cloud. The Derick-Hunter "gibby," Hoax and Steadfast, were spun out almost at high pressure over the Valley Stakes distance, marking 33s, 66s, and 1.42. The claims of Mr. Buxey's bay griffin Islander to consideration for the Wong-nei-chong Stakes, in which race he is an almost certain starter, were practically demonstrated when, with Mr. Master in the saddle, he galloped the half mile in 32 and 62s—and Mr. Master looks considerably over 10st. 6lb; which is the weight Islander will have to carry. On this form, Islander looks a probable winner of the opening event of the meeting, a race, by the way, which "my friend" Buxey has never yet succeeded in winning.

Stonehenge, owner up, was sent a mile in 34s, 60, 1.46, and 2.21, the shapely little bay going very steadily all the way, and he looks like developing into one of the best of the "ubs." Bovril, going alone for a mile and a quarter, made the following times:—36, 1.13, 1.47, 2.23, and 2.58, and pulled up apparently sound. Jumper and the Ewe Derby griffin Liberty were "powed" three-quarters of a mile in 37s, 1.10, and 1.43, the latter showing much the better form. Gallant little Tom Tit was steered by his owner over the half-mile course (37 and 3.11s), but I fear the German Cup winner of two years ago has been rather overdone during the off season, and even were it otherwise he would be out-classed in the open races.

Hell and Mervyn, Mr. Hart Buck riding the latter, did their three-quarters in 34s, 60, and 1.43s, and it strikes me that there is scarcely enough of the diminutive grey to give him much chance against some of his long-bridled rivals. Mountainer (Maboo) and Royalty (Mr. Master) ploughed along for a mile and a half in 36, 1.11, 1.45, 2.22, and 3.05s, and 3.35s. Under the old conditions Mountainer, with only 10st. 10lb. on board probably would have rivaled the victories of Fun, Entertainer, and Ardent in the Derby, but 1st 7lb. means quite another thing, and highly tried as he is reported to have been in the North, I doubt his ability to give 6lb. to a pony of the stamp and attested excellence of Black Pearl.

Taliman was accompanied by Mr. Crookshank's "sub" Switchback for a mile and a quarter, the old pony cantering alongside the griffin in 35, 1.12s, 2.22s, and 3.05s. Fang-a-Ballagh, ridden by a soldier boy, galloped the Valley Stakes distance in 34s, 1.10s, and 1.48s; and then Sunswell (Mr. Jones up) was sent an easy mile—38s, 1.13, 1.48 and 2.22s. Assyrian (Mr. May) and Onyx "powed" half a mile in 34 and 66s. Viper, Mr. Hart Buck in the piaekin, and Mr. Humphreys' speedy griffin Varuna, did a capital mile gallop and in very fast time—33s, 68s, 1.43s and 2.10s, the chestnut moving in very taking style.

For six furlongs Torchlight (masco) and the subscription pony Colonist (Mr. Master) "powed" at nearly full speed, the clock ticking the quarters—33, 67, and 1.41. The ron Parmesan, with Dr. Meadow in the saddle, covered the mile in 35, 1.10s, 1.45s, and 2.20s, moving beautifully, but it is doubtful if last year's Valley Stakes winner could have gone much faster if he had been asked the question. Mr. Jay's "sub" Motor, with "Jim" up, went a mile in 35, 1.10s, 1.43s, and 2.24, the little cream galloping in a resolute fashion, and he is evidently one of the improving sort. Duncraggan, looking as fit as the proverbial fiddle, was treated to a lot of slow work and then came down the straight at a good speed, recording 30s seconds for his quarter. The Ewe ancient, Vigrant, and Freedom, the Derby representatives of the "muckin' hoo" to the bye, I am glad to see that the proper Jardine colour, "dark blue and silver braid," have been substituted this year for the nondescript "blue and silver" of the past—lobbed along for a mile and a quarter in 36, 1.11, 1.47s, 2.24 and 2.59s, both finishing with a good deal left in them. Looking through the entries for the Fochow Cup, I am at a loss to find anything that has much chance of beating last year's winner of that race.

AN OLD SPORTMAN.

Hongkong, 9th February, 1893.

## THE TAMCHOW MINE.

We are glad to learn from Mr. Ho Amel that work at the Tamchow silver mine, near Canton, is progressing steadily and with encouraging results. Mr. Saum, the Company's able and energetic manager at the mine, writes from Tamchow under yesterday's date.

"The steam-launch *Hing Po* will take to Canton to-morrow 1,147 taels of silver, the result of smelting the slag and cupel bottoms accumulated during the two preceding months.

"The ore of No. 3 shaft assaying 30 ounces to the ton, and that of No. 1 shaft, with metallic silver, assaying 18s ounces, are in course of lixiviation.

"The subdibles from two veins of common ore will be refined to-morrow. The works are now being pushed on to their utmost capacity."

## WRECK OF THE AMERICAN SHIP "ROBERT L. BELKNAP."

### A PORTION OF THE CREW ARRIVE AT SINGAPORE.

#### ONE BOAT MISSING.

A little astonishment was created here yesterday, says the *Straits Times* of the 1st instant, by the arrival of a ship's boat containing the Captain and third mate of the American ship *Robert L. Belknap*, which was lost on the morning of the 10th instant, on the north of Natura Island. The boat was rigged up in a curious fashion, obviously for making some what hazardous passage with as little difficulty as possible. From the gun-wale, there had been built up about two feet of canvas, and the head part was covered to entirely so as to ward off the water in going through a rough sea and a head sea especially.

"We understand that this device was entirely the idea of the captain who is now in Singapore, and who this morning gave our reporter a few details concerning the disaster. The *Robert L. Belknap* was a wooden American ship built in 1884 at Rockport, Maine U.S.A. She was of 2,369 tons register and was a full-rigged ship carrying a crew of twenty eight hands, all told. Her commander, Captain Horace Staples, was one of the principal owners, his share being nearly one half and there was, so we are told, no policy of insurance covering the loss of the ship which, seeing that little or nothing was saved from the wreck, was a very considerable loss for the captain, leaving alone the crew who saved nothing. The *Robert L. Belknap* loaded up a general cargo at Kobe, which port she left on Friday, 30th December, bound for New York. Everything went well, she having light and variable winds, until the 13th January. It was the intention of the captain to make the north of Natura Island; and, on the morning of the 15th, they were in Long 107° 8' and Lat. 6° 5'.

The ship was shaping a course S. by W. until 6 o'clock that day, running to make the island, but failing to do so at that time, the ship was hauled to W. S. W. so as to make perfectly sure of getting to the westward of it, and they kept on this course until 3 o'clock the following morning. The land was then made to bear N. W. and the ship then hauled out to the S. E. and just one hour later, she struck on a reef a good fifteen miles from land. The centre of Pale Lant was bearing N.W. by W. The lead was cast and five fathoms of water were shown; but the lead could not be hauled in again. The deep sea lead was brought into service and after obtaining bottom could not be brought inboard, and all were lost. The ship had been bow on to a coral reef which, at the first shock, must have made a large hole in her hull. She rapidly began to fill, and seeing that matters were getting serious, the second mate was sent away in one of the boats to see if there was a favourable landing place. All the boats were then got out and provisioned as rapidly as possible with biscuits, dried stuff, and of course a stock of fresh water. Within an hour almost after she had taken the ground, she was full of water and there was only just time to get the boats properly provisioned, and to get also some compasses, and the chronometer. Everything else had to be left behind. There was no time to wait for the return of the second mate, and the other three boats set out for the shore. They met the boat with the second mate on their way, about two or three miles from the ship. The second mate reported that there was a native village in the neighbourhood, and a native was in the boat with the second mate. The other boats proceeded onward for the shore, and the second mate returned to the ship and he did not join the others till the following morning. They remained together, living as best as they could amongst the natives. The situation was rather hard for at least one member of the unfortunate party; for the chief mate had with him his wife, who was the only woman on the ship or among those who came from the ship. The day after the *Robert L. Belknap* struck the reef, she began to break up. The mass went over the side and, after that, the work of destruction was rapid, so that there was not even a possibility to save anything—such a contingency being of course obstructed by the fact of the vessel being so far from the shore, and the shore being somewhat difficult for navigation. They kept together on the island and received fairly good treatment from the natives, who were the only ones who came from the ship. The day after the *Robert L. Belknap* struck the reef, she began to break up. 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The Share Market.

LAST QUOTATIONS  
Hongkong and Shanghai Bank—118 per cent.,  
prem. sellers.  
The National Bank of China, Ltd.—on £8,10.  
paid up—33 per cent. div. sellers.  
The National Bank of China, Ltd.—Founders  
shares, \$150 per share, buyers.  
The Bank of China, Japan & the Straits, Ltd.—  
£3, sellers.  
The Bank of China, Japan & the Straits Ltd.—  
Founders' shares, £25 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—14 per cent. premium.  
Union Insurance Society of Canton—83 per share, sellers.  
China Traders' Insurance Company—\$15 per share, sellers.  
North China Insurance—Tls. 105 per share, sales and buyers.  
Canton Insurance Company, Limited—\$100 per share, buyers.  
Yangtze Insurance Association—\$100, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$255 per share, sellers.  
China Fire Insurance Company—\$80 per share, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—  
\$30 per share, sellers.  
China and Manila Steam Ship Company—25 per share, sellers.  
Indo-China Steam Navigation Company, Limited—  
50 per cent. discount, sales and buyers.  
Douglas Steamship Company—\$37 per share, sellers.  
The Steam Launch Co., Limited—nominal.  
Hongkong and Whampoa Dock Company—75 per cent. premium, sellers.  
Geo. Fenwick & Co., Limited—\$15 per share, sellers.  
Hongkong Hotel Company—\$21, sales and buyers.  
Hongkong Hotel Co.'s Six per cent. Debentures—  
\$301.  
The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.  
The Shamoon Hotel Co., Limited—\$3 per share, sales.  
Ponsonby Mining Co.—\$4 per share, sales and buyers.  
The Raub Gold Mining Co., Limited—50 cents per share, sellers.  
New Imutus Mining Co., Limited—50 cents, nominal.  
The Balmoral Gold Mining Co., Limited—nominal.  
Société Française des Charbonnages du Toukin—  
\$5 per share, sellers.  
The Ichiba Mining and Trading Co., Limited—  
\$2 per share, sales and buyers.  
The Shaimi The Mining Co., Limited—4 cents per share, sellers.  
London and Pacific Petroleum Co., Ltd.—nil, nominal.  
China Sugar Refining Company, Limited—\$155 per share, sellers.  
Luzon Sugar Refining Company, Limited—  
\$35 nominal.  
A. S. Watson & Co., Limited—\$15 per share, sales and sellers.  
Dakin, Cruckshank & Co., Limited—\$2 per share, sellers.  
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
The Kowloon Land Investment Co., Limited—  
\$7 per share, ex. div. sellers.  
The Hongkong Land Investment Co., Limited—  
\$25 per share, ex. div. sales and sellers.  
The West Point Building Co., Limited—\$25 per share, sellers.  
H. G. Brown & Co., Limited—\$15 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sellers.  
Hongkong Rope Manufacturing Company, Limited—  
\$100 per share, sellers.  
Hongkong Gas Company—\$105 per share, sales and buyers.  
Hongkong Ice Company—\$64 per share, ex. div. sales and buyers.  
Hongkong and China Bakery Company, Limited—  
\$35 per share, sellers.  
The Hongkong Brick and Cement Co., Limited—  
\$35 per share, sellers.  
The Green Island Cement Co.—\$45 per share, sellers.  
The Hongkong Electric Light Co., Limited—\$25 per share, sales and buyers.  
The Hongkong Steam Laundry Co., Limited—  
\$25 per share, nominal.  
The Hongkong High-Level Tramway Co., Limited—\$55 per share, sellers.

EXCHANGE.  
On LONDON—Bank, T. T. .... 2/84  
Bank Bills, on demand ..... 2/84  
Bank Bills, at 4 months' sight ..... 2/91  
Credits at 4 months' sight ..... 2/91  
Documentary Bills, at 4 months' sight ..... 2/91  
On PARIS—  
Bank Bills, on demand ..... 3/42  
Credits, at 4 months' sight ..... 3/50  
On INDIA—  
T. T. .... 2/14  
On Demand ..... 2/22  
On SHANGHAI—  
Bank, T. T. .... 7/1  
Private, 30 days' sight ..... 7/27

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mrs. Battat. Mr. & Mrs. Lethbridge,  
Mr. T. Berthelot. 2 children and maid.  
Mr. K. Bruce. Major and Mrs. Lloyd.  
Capt. Butcher, O.S.D. Mr. and Mrs. Lukins.  
Miss Caid & maid. Mr. M. Meister.  
Capt. G. Callaghan. Mr. Michelot.  
Mr. F. A. Carl. Mr. & Mrs. Miner and  
Capt. and Mrs. Combe. maid.  
Major & Mrs. Comfort. Captain Moore, R.N.  
Mr. G. C. Cox. Lt. P. O'Malley, A.S.C.  
Mr. J. Dean. Mrs. Nicol and child.  
Mr. J. C. Ewan. Mr. and Mrs. Paul.  
Capt. W. H. Fawkes. Mr. W. Parfitt.  
R.N. Mr. G. H. Renny.  
Mr. and Mrs. Freear. Mr. C. Goldschmidt.  
Mr. T. Hamilton. Mr. F. E. Shean.  
Mr. W. Harrison. Mr. & Mrs. S. Smith.  
Mr. T. Henderson. Mr. I. Starr.  
Mr. Inchbald. Mr. & Mrs. Thomsett.  
Mr. G. W. Knight. Mr. and Mrs. Warren.  
Mr. Lacaze. Major & Mrs. Fletcherston  
Mr. do J. Lavandeira. Whitney.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. W. R. Needham.  
Mr. Chaudet. Mr. McPherson.  
Mr. F. East. Mr. F. T. Richards.  
Mr. W. S. Harrison. Mr. A. E. Steele.  
Mr. Thos. Howard. Mr. Sparrow.  
Mr. C. H. Gale. Mr. Stephens.  
Mr. W. H. Gaskell. Mr. Ed. Tenckoff.  
Mr. V. Kotek. Mr. Geo. L. Tomlin.  
Mr. W. H. R. Lorley.

WINDSOR HOTEL.

Captain Anderson. Mr. E. Heron.  
Mrs. Anderson & child. Master E. Heron.  
Mrs. Barrell. Mr. J. R. Joyce.  
Master Barrell. Mr. A. Meurant.  
Mrs. Blanchard. Hon. N. G. Michell.  
Mr. J. F. Boult. Mrs. Mitchell-Jones.  
Major & Mrs. Chapman. Capt. and Mrs. Morris.  
Mr. S. I. Danby. Mr. W. T. S. Morris.  
Capt. N. Dodd. Lt. F. A. Morris, U.S.N.  
Lt. W. E. Eaton, U.S.N. Mrs. Morris.  
Mrs. Mrs. Morris.  
Lt. E. W. Eberle, U.S.N. Mr. Frank O'Brien.  
Mrs. Eberle. Mr. P. O'Brien.  
Master Eberle. Mrs. Perkins.  
Mr. G. Engle. Mr. and Mrs. Piggott.  
Vice-Consul P. Gavan-  
niles. Miss Graham.  
Mr. P. Haber. Mr. F. J. Richardson.  
Reverend D. B. Capt. & Mrs. Stobham.  
Harmony, U.S.N. Captain A. Tillett.  
Mrs. D. B. Harmony. Mr. A. Trant.  
Mr. W. Harward. Mrs. Tuftell.

Shipping.

ARRIVALS.  
BYGLIA, German bark, 333, E. Ploeger, 9th Feb.,  
Honolulu 10th January, General—Wieser  
& Co.  
TEATAN, German steamer, 1,578, W. Breitling,  
9th Feb.,—Salon 3rd Feb., Rice—  
Siemers & Co.  
ESMERALDA, British steamer, 965, G. A. Taylor,  
9th Feb.,—Manila 6th Feb., General—  
Shewell & Co.  
POLLUX, German steamer, 880, J. Gekken,  
9th Feb.,—Saigon 4th Feb., Rice and  
Paddy—Tung Kee.  
THALAS, British str., 820, H. Bathurst, 9th  
Feb.,—Talwanoo 6th Feb., Amoy 7th  
Feb.,—Swatow 8th Feb., General—D.  
Lapraik & Co.  
FAIRY, British steamer, 1,117, Captain Melrose,  
—Hongkong Government tender.  
FOMOZA, British steamer, 574, T. Hall, 8th  
Feb.,—Swatow 7th February, General—D.  
Lapraik & Co.  
GLANVON, British steamer, 1,910, A. J. Jacobs,  
6th Feb.,—London 20th Dec., and Singapore  
8th January,—Jardine, Matheson  
& Co.  
MAIPHONG, French steamer, 874, H. Gallet,  
7th Feb.,—Haliphong 3rd February, General—  
Messageries Maritimes.  
HATTAN, British steamer, 1,182, F. D. Goddard,  
5th Feb.,—Foochow 2nd Feb., Amoy 3rd,  
and Swatow 4th, General—D. Lapraik  
& Co.  
HUMMER, British steamer, 1,200, M. T. Lock, 8th  
Feb.,—Kuching 3rd Feb., Coal—Order.  
LAERTES, British steamer, 1,310, R. F. Seal, 8th  
Feb.,—Liverpool, and Singapore 1st Feb.,  
General—Butterfield & Swire.  
LEWAN, German steamer, 1,317, W. Ward, 8th  
Feb.,—Salon 3rd January, Rice—Dodd  
well, Carrill & Co.  
MANILLA, British steamer, 2,711, J. R. Ludow,  
7th Feb.,—London 17th Dec., and Singapore  
1st Feb., General—P. & O. S. N. Co.  
MATILDE, German steamer, 600, P. Moon, 7th  
Feb.,—Pahol 6th February, and Hodow  
8th, General—Arnoldi, Karberg & Co.  
MOUL, British steamer, 1,617, Theo Golding,  
8th Feb.,—Middlesex 24th Dec., General—  
Doddwell, Carrill & Co.  
NINOP, German steamer, 702, Lehmann, 31st  
Dec.,—Canton 31st Dec., General—Sleimen-  
sen & Co.  
NUERNBERG, German steamer, 3,207, B. Blanke,  
6th Feb.,—Yokohama 20th Jan., Hiloq 31st,  
and Nagasaki and Fuku, Malls and General—  
Molchers & Co.  
OCEANIA, British steamer, 410, 23rd May,—  
Singapore 16th May 1st laid up—Chinese  
PILOT, French steamer, 161, A. Stopani,  
—Hongkong and Whampoa Dock Co.  
SUNGKANG, British steamer, 934, C. B. N.  
Dodd, 8th Feb.,—Manila 4th Feb., and  
Amoy 7th, General—Butterfield & Swire.  
TACOMA, British steamer, 1,662, J. R. Hill, 8th  
Feb.,—Tacoma 12th Jan., and Yokohama  
and Feb., General—Northern Pacific S.  
S. Co.  
TAKI, German steamer, for Salagon.  
Feb. 9, AEGAO, Japanese str., for Nagasaki.  
Feb. 9, NANCHANG, British str., for Canton.  
Feb. 9, OCEANIC, British str., for Yougham, &c.  
Feb. 9, CHIANG, German str., for Haiphong.  
Feb. 9, ARRATON APAN, British str., for Singapore, &c.  
Feb. 9, OCEANIC, British str., for Yokohama, &c.  
DEPARTURES.  
Feb. 8, GLENAVON, British str., for Shanghai.  
Feb. 9, NANCHANG, British str., for Canton.  
Feb. 9, OCEANIC, British str., for Yougham, &c.  
Feb. 9, CHIANG, German str., for Haiphong.  
Feb. 9, ARRATON APAN, British str., for Singapore, &c.  
Feb. 9, CHINA, German steamer, for Salagon.  
Feb. 9, AEGAO, Japanese str., for Nagasaki.  
Feb. 9, MONGKUT, British steamer, for Bangkok.  
Feb. 9, KINGSLAND, British steamer, for Salagon.  
Feb. 9, PALMUS, British str., for Singapore.  
Feb. 9, BRASILIA, British bark, for Fremantle.  
Feb. 9, LOISIR, Italian bark, for Callao.

PASSENGERS—ARRIVED.  
Per POLLUX, str., from Saigon.—2 Chinese.  
Per THALAS, str., from Taiwanoo, 2c—27  
Chinese.  
Per TARTAR, str., from Saigon.—2 Chinese.  
Per BYGLIA, bark, from Honolulu.—55 Chinese.  
Per ESMERALDA, str., from Manila.—Captain  
and Mrs. A. H. Roppeh, Revs. P. Ramos, P.  
de Agas, V. Yanez, Juan Atao, Messrs. H. R.  
Coombs, F. Hollingshausen, and 6 Chinese.  
Per PRIDE, str., from Singapore, &c.—113  
Chinese.  
Per CARDIGANSHIRE, str., from Singapore for  
Manilla.—Mr. W. Harrison. For Tokyo.—Pro-  
fessor Kato.

DEPARTED.  
Per OCEANIC, str., for Yokohama.—Mrs. J. J.  
Kirkwood, and Messrs. W. Mathews, P. Lee,  
and R. J. Donohue. For San Francisco.—Mr. T.  
M. Boyd.

REPORTS.

The British steamship *Esmeralda* reports that  
she left Manila on the 6th instant. Had moderate  
north-north-east breeze and fine weather  
throughout. On the 7th instant passed the  
British steamer *Cardiganshire*, bound south.  
The British steamer *Cardiganshire* reports  
that she left Singapore on the 1st instant. From  
Horsburgh to Macclesfield Bank had light north-  
east wind, increased to moderate gale and sub-  
sided, accompanied by heavy head sea and  
swell between north and north-east; thence to  
Hongkong had light winds and occasionally  
overcast cloudy weather throughout.

The British steamer *Thalas* reports that  
she left Taiwanoo on the 6th instant. Amoy  
on the 7th, and Swatow on the 8th. Had moderate  
north-east and east-north-east breeze and  
overcast cloudy weather throughout. In Tai-  
wanoo the steamer *Passing*. In Amoy the  
steamship *Changchow*, *Shingon*, and Japanese  
steamship *Tenryu*. In Swatow the steamship  
*Hasline*, *Mesuo*, *Talis*, and H.M.S. *Redpole*.

Post Office.

A MAIL WILL CLOSE—  
For Kobe and Yokohama.—Per *Benlomond*,  
to-morrow, the 10th instant, at 2:30 P.M.  
For Amoy and Manila.—Per *W. Liang* to-  
morrow, the 10th instant, at 3:30 A.M.  
For Straits and London.—Per *Aden* on Satur-  
day, the 13th instant, at 11:30 A.M.  
For Shanghai.—Per *Fayang* on Saturday, the  
13th instant, at 3:30 P.M.  
For Holloway and Haliphong.—Per *Hethong*  
on Sunday, the 12th instant, at 9 A.M.  
For Straits and Bombay.—Per *Blayre* on  
Tuesday, the 14th instant, at 11:30 A.M.  
For Shanghai, Kobe, Yokohama, Victoria, and  
Tasmania.—Per *Tasmania* on Tuesday, the 14th  
instant, at 12:30 A.M.  
For Europe, &c., India, &c.,—Per *Bombay*—Per  
*Thomas* on Thursday, the 16th instant, at 11  
A.M.

For Shanghai, Kobe, Yokohama, Victoria, and  
Tasmania, E.C.—Per *Empress of India* on  
Wednesday, the 21st instant, at 12:30 A.M.

SHIPPING IN HONGKONG

STEAMERS.  
ADMIRAL, British steamer, 3,517, L. M. Whittier,  
7th Feb.,—Kobe 3rd Jan., General—P. &  
O. S. N. Co.  
BENELIUS, British steamer, 1,481, J. H. Clark,  
7th Feb.,—Sail 3rd February, Rice and  
Paddy.—Gibb, Livingston & Co.  
BENIMOND, British steamer, 1,381, Thomson,  
8th Feb.,—Singapore 1st Feb., General—  
Gibb, Livingston & Co.  
BENIMOND, British steamer, 1,400, L. Baccini,  
8th Feb.,—Bombay, and Singapore 21st Feb.,  
General—Casilots & Co.  
COSMOPOLIS, German steamer, 551, W. T.  
Schaefer, 6th Feb.,—“long” 4th Feb., Coal—  
Wieder & Co.  
DEVANOSSE, British steamer, 1,057, Anderson,  
5th Feb.,—Bangkok 28th Jan., and Anglin  
29th, Rice and General.—Yuen Fat Hong,  
Empress of India, British steamer, 1,003, O.  
P. Marshall, 1st Feb.,—Vancouver 10th Jan.,  
Yokohama 26th, Nagasaki 28th, and  
Shanghai 29th, General—Canadian  
Pacific Railway Co.  
FAIRY, British steamer, 1,117, Captain Melrose,  
—Hongkong Government tender.  
FOMOZA, British steamer, 574, T. Hall, 8th  
Feb.,—Swatow 7th February, General—D.  
Lapraik & Co.  
GLANVON, British steamer, 1,910, A. J. Jacobs,  
6th Feb.,—London 20th Dec., and Singapore  
8th January,—Jardine, Matheson  
& Co.  
MAIPHONG, French steamer, 874, H. Gallet,  
7th Feb.,—Haliphong 3rd February, General—  
Messageries Maritimes.

PROPOSED SAILING FROM HONGKONG.  
City of Rio de Janeiro—Saturday, 18th Feb.  
China (via Honolulu) .... Tuesday, 21st March.  
Per ... Saturday, 8th April.

THE U. S. Mail Steamship

“CITY OF RIO DE JANEIRO”  
will be despatched for SAN FRANCISCO, via  
YOKOHAMA, on SATURDAY, the 18th February,  
at 1 P.M., taking Passengers and Freight for  
Japan, the United States, and Europe.

RATES OF PASSAGE.—

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria,  
Esquimalt, New Westminster, Port Townsend,  
Seattle, Tacoma, Portland, O.,

To Liverpool and London ..... \$225.00

To Paris and Bremen ..... \$35.00

To Havre and Hamburg ..... \$35.00

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.

RATES OF PASSAGE TO OVERLAND  
CITIES, FIRST CLASS.

DESTINATION. 1st class. 2nd class. 3rd class.

Kansas City, Mo., Omaha, Neb. 285.00 292.50 291.50

St. Louis, Mo. 292.50 300.00 301.50

St. Paul, Minn., Minneapolis, Minn. 292.50 300.50 301.50

Chicago, Ill. 297.50 305.00 306.50

Milwaukee, Wis. 299.50 307.50 309.50

Cincinnati, Ohio 302.50 309.50 310.50

Columbus, Ohio 304.50 312.50 313.50

Detroit, Mich. 304.50 312.50 313.50

Cleveland, Ohio 306.50 314.50 315.50

Toronto, Canada 309.50 317.50 318.50

Pittsburg, Penn. 310.50 318.50 319.50

Niagara Falls, N.Y., Buffalo, N.Y. 311.00 319.50 320.50

Chicago, Ill. 312.50 321.50 322.50

Milwaukee, Wis. 319.50 328.50 329.50

Montreal, Canada 320.50 329.50 330.50

Philadelphia